



Freight movement in the region

Implementing the regional transportation plan

2 0 0 1

What is the Regional Transportation Plan?

Metro's 2000 Regional Transportation Plan is a blueprint to guide new transportation investments in the Portland metropolitan region during the next 20 years. The plan begins to implement Metro's 2040 Growth Concept to protect the livability of this region in the face of an expected 50 percent increase in population and a 70 percent increase in jobs by 2020. The goal of the plan is to expand choices for travel in the region. To this end, the plan sets policies for traveling by cars, buses, light rail, walking, bicycling and movement of freight by air, rail, truck and water.



METRO
Regional Services
Creating livable communities

Metro, the regional government that serves the 1.3 million people who live in Clackamas, Multnomah and Washington counties and the 24 cities in the Portland metropolitan area, provides planning and services that protect the nature of our region.



The Port of Portland continues to play a major part in the region's freight network.

The importance of freight

The Regional Transportation Plan (RTP) provides for the increasing movement of freight in and through the region. National and international freight contributes significantly to our regional economy and will likely play an even larger role in the future. The plan recognizes the importance of freight movement throughout the region. More than 100 individual transportation projects have been identified in the RTP to help meet this demand. These projects will assure that the freight transportation infrastructure

continues to work well to support the local economy and benefit the businesses and consumers that depend on moving products.

These transportation projects include the following:

- increasing the navigational depth in the Columbia and Willamette rivers
- separating rail and road crossings
- widening roads and improving intersections
- increasing airport road access
- funding intelligent transportation systems

Economy tied to freight

The economy of the region continues to be closely tied to the transportation and distribution sectors. A study of goods movement in the region, the 2040 Commodity Flow Analysis, predicts freight volume to more than double by 2040 – a rate higher than projected population growth.

The significant future growth in freight indicates the need for adequate land for expansion of intermodal facilities, manufacturing, wholesale and distribution activities and to continue maintaining and enhancing the freight transportation network. The 2040 Growth Concept identifies industrial sanctuaries for distribution and manufacturing activities.

There are two major policies in the RTP that address the Regional Freight System:

Policy 1: *Provide efficient, cost-effective and safe movement of freight in and through the region.*

The region needs to provide high-quality access between freight transportation corridors and the region's freight facilities and industrial sanctuaries. A reasonable and reliable travel time must be maintained for moving freight through the region in freight transportation corridors to enhance the region's eco-



Containers are loaded onto flat bed rail carriers for movement over existing railroad lines as part of an intermodal freight system.

nomically competitive advantage. The region should consider the movement of freight when conducting transportation studies.

Metro needs to work together with the private sector, local jurisdictions, ODOT and other public agencies to achieve the following:

- monitor the efficiency of freight movement on the regional transportation network
- identify existing and future freight mobility problems and opportunities
- reduce inefficiencies or conflicts in the freight network
- maximize the use of ship, rail, air and truck for an inter-modal freight system
- address safety concerns related to freight.

Public policies need to be coordinated to reduce or eliminate conflicts between land uses, transportation uses

and freight mobility needs, including those relating to land-use changes or encroachment on industrial lands. Transportation and land-use policies that reduce accessibility to terminal facilities or reduce the efficiency of the freight system need to be addressed.

Jurisdictions should develop local strategies that provide adequate freight loading and parking in the central city, regional centers, town centers and main streets.

Existing safety deficiencies need to be corrected on the freight network relating to roadway design and traffic controls, bridges and overpasses, at-grade railroad crossings, truck infiltration in neighborhoods and congestion on interchanges and hill climbs.

Policy 2: *Protect and enhance public and private investments in the freight network.*

Partnerships need to be increased between the private freight transportation industry and public agencies to improve and maintain the region's freight network. Metro will work with the private transportation industry, Oregon Economic Development Department, Portland Development Commission, Port of Portland and others to identify investment opportunities that enhance freight mobility and support the state and regional economy.

Market demand and linkages should be analyzed in main-

taining public investments in the freight network. Efforts to provide flexible public funding for freight mobility investments should be encouraged. It is estimated that approximately \$1.32 billion of local, state and federal transportation funds may be available for allocation to new roadway improvements in the next 20 years, after maintaining the existing roads.

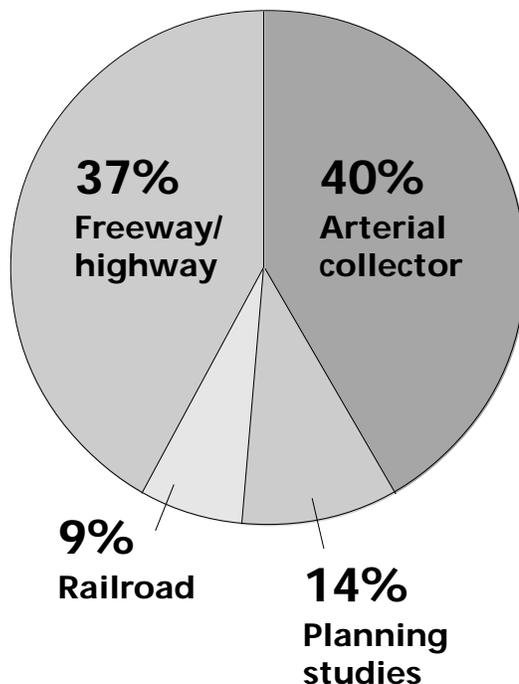
Projects that directly support freight constitute about 25 percent of the estimated \$7.59 billion cost of the Priority System regional transportation network in the RTP. Eighty percent of freight project expenditures are freeway and highway

improvements; 17 percent connecting roadway projects and 3 percent railroad projects.

Traditional funding would provide only about 30 percent of the estimated cost of the Priority System RTP network, resulting in a \$3.025 billion shortfall and trucking delays.

Additional funding will need to be created through innovative revenue sources. Some suggested methods may include toll way or peak period pricing; targeted project financing through increased regional gas taxes and/or vehicle fees; or road maintenance fees.

Types of freight projects in the RTP



There are more than 100 transportation projects in the RTP to meet the growing demand for freight movement in the region. Most projects include improvements to intersections, roads, highways and freeways.



Local deliveries on roads and streets are expected to increase with the growth of e-commerce.

Facilities in regional freight system

Types of transportation facilities that make up the regional freight system include:

Main roadway routes – main routes that connect major activity centers in the region to other areas in Oregon or the US, Mexico and Canada. Main roadways in the region are I- 5, I-84, I-205, US 26, and highways 217, 99E and 99W.

Road connectors – a road that connects freight facilities or freight generation areas to the main roadway routes, such as Columbia Boulevard or Marine Drive.

Main railroad line – Class I rail lines are main line railroads in the region, including Union Pacific and Burlington Northern/Santa Fe.

Branch railroad lines – non-Class I rail lines, including shortline or branch lines, such as the Portland and Western line in Washington County

Marine facility – freight is transferred between water-based and land-based modes, such as at the Port of Portland.

Reload facility – serves as the primary gateway for freight entering and leaving the region by truck. Many reload facilities are located in the Columbia Corridor near marine terminals.

Air cargo facility – has direct access to an airport runway to transfer commodities between airplanes and land-based modes. The region's air cargo facility is located at Portland International Airport.

Distribution facility – a facility where freight is reloaded from one land-based mode to another for further distribution, such as at a major private distribution warehouse for grocery stores.

Truck terminal –

serves as a primary gateway for freight entering or leaving the region by truck. A truck terminal operates only truck to truck transfers of commodities, such as various private transfer companies in the region.

Intermodal rail yard –

a facility that connects rail and truck transportation and serves the statewide, interstate and international movement of goods. An intermodal rail yard facilitates the transfer of containers or trailers, such as Brooklyn or Albina rail yards in the metropolitan area.

How can I get more information?

Call the transportation hotline, (503) 797-1900 option 2. You can leave a message requesting a copy of the Regional Transportation Plan or other fact sheets about the plan. Ask for a list of all RTP fact sheets. If you are hearing impaired, call TDD (503) 797-1804.

Visit our web site at www.metro-region.org

Send e-mail to trans@metro.dst.or.us